

Indiana Statewide Transportation Improvement Program (INSTIP)

State Fiscal Years 2008 through 2011



Urban and MPO Section
Office of Urban and Corridor Planning
Indiana Department of Transportation
Room N808
100 N. Senate Avenue
Indianapolis, IN, 46204

Introduction:

This document is required to maintain the flow of federal aid from the FHWA to INDOT. It was produced and is maintained by the Urban and MPO Section, Office of Urban and Corridor Planning. It will be updated annually and covers the next four state fiscal years (2008-2011).

It is available in hardcopy, on CDs and at INDOT's Website.

Persons responsible for development in the Urban and MPO Section are:

Carter C. Keith, Manager

Mary Doherty, Development Specialist 1

Jerry Halperin, Development Specialist 1

Emmanuel Nsonwu, Development Specialist 1

Randy Walter, Development Specialist 1

Transportation Improvement Programs-an Overview

Transportation improvement programs or TIPs are listings of projects planned for implementation within the next four years and within the overall budget. In short, they are near-term implementation plans that result from the long range planning process carried out by each MPO and the State..

Each state, including Indiana, develops a statewide transportation improvement program (STIP) for all areas of the State. The Indiana Statewide Transportation Improvement Program (INSTIP) is Indiana's version and is produced by the Indiana Department of Transportation (INDOT).

Metropolitan Planning Organizations (MPOs) must also produce a TIP for projects within their respective metropolitan planning areas (MPAs). Therefore, that part of the INSTIP that is in a metropolitan planning area shall be developed in cooperation with the MPO. To assist this process, the INDOT provides MPOs with estimates of available Federal and State funds which the MPO can utilize in developing the metropolitan TIP. Metropolitan planning area TIPs shall be included without modification in the STIP, directly or by reference. The FY 2008-2011 INSTIP includes projects shown in the TIPs from each MPO by reference to the appropriate MPO TIP once approved by the MPO and the Governor and after needed conformity findings are made.

Metropolitan TIPs in non-attainment and maintenance areas for air quality are subject to the FHWA and the FTA conformity findings before their inclusion in the STIP. In non-attainment and maintenance areas outside metropolitan planning areas, Federal findings of conformity must be made prior to placing projects in the STIP.

State TIPs are approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Projects not correctly shown in the INSTIP, or included by reference to an approved TIP from an MPO, are not eligible for federal aid.

A state's TIP and, therefore, the INSTIP must:

- (1) Include a list of priority transportation projects proposed to be carried out in the first 3 years of the STIP. Since each TIP is approved by the Governor, the TIP priorities will dictate STIP priorities for each individual metropolitan area. As a minimum, the lists shall group the projects that are to be undertaken in each of the years shown;
- (2) Cover a period of not less than 4 years, but may at State discretion cover a longer period. If the STIP covers more than 4 years, the projects in the additional years will be considered by the FHWA and the FTA only as informational or illustrative;
- (3) Contain only projects consistent with the statewide long range transportation plan;
- (4) In non-attainment and maintenance areas, contain only transportation projects found to conform, or from programs that conform, to the requirements contained in 40 CFR part 51;
- (5) Be financially constrained by year and include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained. In non-attainment and maintenance areas, projects included in the first two years of the current STIP/TIP shall be limited to those for which funds are available or committed. In the case of proposed funding sources, strategies for ensuring their availability shall be identified;
- (6) Contain all capital and non-capital transportation projects (including transportation enhancements, Federal lands highways projects, trails projects, pedestrian walkways, and bicycle transportation facilities), or identified phases of transportation projects, proposed for funding under the Federal Transit Act (49 U.S.C. app. 1602, 1607a, 1612 and 1614) and/or title 23, U.S.C. ;
- (7) Contain all regionally significant transportation projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with title 23, U.S.C. or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act. (The STIP should, for information purposes, include all regionally significant transportation projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA. It should also include, for information purposes, if appropriate and cited in any TIPs, all regionally significant projects, to be funded with non-Federal funds);
- (8) Include for each project the following:
 - (i) Sufficient descriptive material (*i.e.*, type of work, termini, length, etc.) to identify the project or phase;
 - (ii) Estimated total cost;
 - (iii) The amount of Federal funds proposed to be obligated during each program year;
 - (iv) For the first year, the proposed category of Federal funds and source(s) of non-Federal funds;
 - (v) For the second and third years, the likely category or possible categories of Federal funds and sources of non-Federal funds;
 - (vi) Identification of the agencies responsible for carrying out the project; and

- (9) For non-metropolitan areas, include in the first year only those projects which have been selected in accordance with the project selection requirements in §450.222(c).
- (b) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 51.

Projects in any of the first four years of the STIP may be moved to any other of the first four years of the STIP subject to project selection requirements (d) The STIP may be amended at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this section (for STIP development), in §450.212 (for public involvement) and in §450.220 (for the FHWA and the FTA approval).

In developing the statewide transportation improvement program, affected local officials with responsibility for transportation shall be involved on a consultation basis for the portions of the program in non-metropolitan areas of the State. This was accomplished through INDOT's early coordination meetings held at its district offices late in 2006.

SAFETEA-LU

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), was enacted in August 2005 and builds upon the previous transportation act—the federal *Transportation Equity Act for the 21st Century* (TEA21).

SAFETEA-LU lists the transportation systems on which certain categories of federal funds can be used, expanded the kinds of activities for which funds can be used and promotes the role of the Metropolitan Planning Organizations (MPOs) in the planning and programming of projects. The act, as did TEA21 and SATETEA, requires each designated MPO to develop a Transportation Improvement Program (TIP), and the state to develop a Statewide Transportation Improvement Program (STIP) as a condition to securing federal funds for transportation projects.

Metropolitan Planning Organizations (MPOs)

MPOs are units of general-purpose local government which conduct transportation planning and programming in urbanized areas. They insure citizen participation in the process and provide federal funding for projects on local networks. Some of Indiana's MPOs run public transportation programs.

Projects are selected for federal aid by the MPOs via an established process of their own. INDOT does not select, or approve, these projects. They are required for federal aid to transportation in areas above 50,000 in urbanized area population as based on the last United States Census. There are 14 MPOs operating in Indiana. 4 are bi-state. Two are headquartered in other states (KIPDA in Louisville, KY and OKI in Cincinnati, Ohio).

Transportation Improvement Programs: State and MPO (TIPs)

These are multi-year lists of transportation projects which use federal funds to be built within Indiana. To be in compliance with SAFETEA-LU, TIPs from the MPOs and the state must cover a period of not less than four years. In addition to federally funded transportation projects, these

TIPs include a listing of all other transportation projects that utilize state and/or local funding sources. A TIP must also be consistent with a long range transportation plan and meet clean air standards.

In order for transportation projects to receive federal funds they must be included in the INSTIP. If any of these projects (state or local jurisdiction) are located within the Metropolitan Planning Area (MPA) of an MPO, they must appear in that MPO's approved TIP first and be included in the INSTIP project listings or by reference to the MPO's TIP.

SAFETEA-LU also requires each MPO TIP to have a financial plan that addresses all federally funded and/or regionally significant projects inside the MPO's area of responsibility. Projects listed in the INSTIP are the only projects that will be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to utilize federal funds.

Indiana Statewide Transportation Improvement Program (INSTIP)

The INSTIP is a four-year, fiscally constrained and prioritized program of transportation projects, compiled from local and regional plans, along with the MPOs which provides the backbone for developing projects for the inter-modal transportation network in the State of Indiana.

The INSTIP contains federally funded projects plus state and local regionally significant projects programmed for calendar years 2008, 2009, 2010, and 2011. These projects have been identified through the planning process as the highest priority for the funding available to the state's transportation program. The INSTIP is updated annually as are most of the TIPs from the MPOs.

Included in the INSTIP are state and local roadway, bridge, bicycle, pedestrian, safety and public transportation (transit) projects. Project related activities, such as PE (Preliminary Engineering), RW (Right of Way) and CN (Construction) are shown along with capital and operating expenses for public transit. The projects are organized by INDOT district area, kin or project grouping number for project within one undertaking and then by road number.

Provisions of Sec. 135(f)4(c)ii of SAFETEA-LU allow the State to combine non-regionally significant and environmentally neutral projects, previously listed as individual projects in the MPO TIPs, into statewide groupings by funding source. This allows the State more efficient management of the Statewide Transportation Improvement Program. In other words, it will reduce the number of amendments that must be processed during the life of the INSTIP.

All MPO TIPs have been forwarded to and approved by the Governor. Their projects are included in the INSTIP by reference, except for those projects that have been grouped.

The INSTIP is fiscally balanced and includes only those projects selected for available funding or of having a reasonable expectation of obtaining funds. Federal funds for Fiscal Years 2008, 2009, 2010 and 2011 are program estimates and will not be final until after the federal budget is approved on or about October 1 of each year.

The Annual Program Development Process (APDP)

The Annual Program Development Process (APDP) is in some ways similar to the old Program Development Process (PDP). The major difference is that the APDP focuses almost exclusively on the development of the Indiana Statewide Transportation Improvement Program (INSTIP), and the transportation improvement programs (TIPs) from Metropolitan Planning Organizations (MPOs). It no longer constitutes a call for new projects.

The goal of the APDP is a fiscally constrained INSTIP from INDOT and fiscally constrained TIPs from the MPOs that meet federal and state requirements and are also compliant with SAFETEA-LU. The APDP process is described in Appendix A.

INDOT Program Categories

Work on the program of projects at INDOT is based on INDOT project categories derived from the type of work. Management of these categories is the responsibility of the respective program funds managers. The INSTIP is **not** fiscally constrained based each of these programs. It is fiscally constrained by program year based on total federal and state revenues available. Nevertheless, these categories are as follows.

1. Major New Transportation Facility
2. Major Pavement Projects
3. Enhancement Projects
4. Geology
5. Intelligent Transportation Systems (ITS)
6. Major Bridge Projects
7. Environmental/Noise Wall
8. Railroad Safety
9. Safety
10. State Parks
11. Rest Areas
12. Weigh Stations
13. Trails and Greenways
14. Economic Development Initiatives
15. District General Allocations
16. District Bridge Projects
17. District Pavement Projects
18. District Traffic Projects
19. District Safety Projects
20. District Maintenance Projects \
21. Congestion Mitigation and Air Quality (CMAQ).

These programs are all central office programs except for those labeled clearly as district programs. For example, in the case of the districts, each of INDOT's six districts has a district bridge program, traffic program, etc. The managers for each of these programs and the project

managers under them are responsible for the accuracy and completeness of project data as shown in the Scheduling Performance Management System (SPMS). The INSTIP and MPO TIPs depend on this system for information about state and local projects.

Financial Plan and Funding Resources-Federal Funds-FHWA

INDOT estimates that the gross level of funds available annually in 2008, 2009, 2010 and 2011 will be approximately \$1,810,660,000.00, including High Priority (DEMO) and Discretionary funding. The following are descriptions of fund sources identified in SAFETEA-LU. However, some of these fund sources may be revised or discontinued during the life of the new act. In addition, there are flexibility provision in the law that in many cases allow funds from one source to be used on types of projects listed under another.

Interstate Maintenance (IM): This program is for the rehabilitation, restoration, and resurfacing of the Interstate system only. The state selects and prioritizes all projects for funding.

National Highway System (NHS): The NHS includes the Interstate as well as other nationally significant routes, approximately 3,420 miles of roads and highways within Indiana. The state selects and prioritizes projects for funding. There are about 118 miles of local NHS routes and INDOT has given the Metropolitan Planning Organizations (MPOs) and/or Regional Planning Organizations (RPOs) an equal amount of STP funds in exchange for their proportionate NHS dollars to streamline the administration of the funds.

Bridge (BR): The Bridge Replacement/Bridge Rehabilitation Program provides assistance for eligible bridges on public roads.

Surface Transportation Program (STP): This program is for both local agencies and INDOT to use on functionally classified roads above urban local access or rural minor collector.

Transportation Enhancement (TE): Under SAFETEA-LU, the set-aside is modified to be the greater of 10% of State's STP apportionment or the dollar amount of the TE set-aside for the State. Eligible transportation enhancement projects still include bikeways/walkways; highway beautification; acquisition of scenic easements and scenic or historic sites; historic preservation, rehabilitation and operation of historic transportation buildings including a provision for tourist and welcome centers; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation of water pollution due to highway runoff or reduction of vehicle-caused wildlife mortality while maintaining habitat connectivity; safety and educational activities for pedestrians and bicyclists; and establishment of transportation museums.

Congestion Mitigation and Air Quality (CMAQ): The Congestion Mitigation and Air Quality Improvement (CMAQ) category addresses congestion mitigation and air quality improvement in non-attainment and/or maintenance areas of the state. Funds are distributed to non-attainment areas based on their population and the severity of air quality non-attainment. The MPO selects and prioritizes projects for funding.

STP Safety (STPS): The objective of this program is to identify, implement and evaluate cost-effective safety construction projects. This program includes the Railway/Highway Crossing Program and the Hazard Elimination Safety (HES) Program. These funds are made available to all state and local agencies within Indiana and can be applied to all public roadways. The state prioritizes and selects projects for funding. Environmentally neutral and non-Regionally significant safety projects may be included in a statewide safety grouping in the INSTIP.

Highway Safety Improvement Program (HSIP): The objective of this new core program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This program is subject to set-asides for high risk rural roads and the railway/highway crossing programs. These funds are made available to all state and local agencies and tribal nations within Indiana and can be applied to all public roadways. The state prioritizes and selects projects for funding. Environmentally neutral and non-regionally significant safety projects may be included in a statewide safety grouping in the INSTIP.

Safe Routes to Schools (SRTS): This new program will enable and encourage children, including those with disabilities, to walk and bicycle to school in safety. The program also helps and supports the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Demonstration or “ear-mark” Funding: This program provides designated funding for specific projects (commonly referred to as 'demonstration' or 'DEMO' projects) identified by Congress, and is now included in 23 U.S.C. 117. SAFETEA-LU includes over 5,000 of these projects, each with a specified amount of funding over the 5 years of SAFETEA-LU. The designated funding can only be used for the project as described in the law, [1601(a)].

Scenic Byways: The National Scenic Byways Program provides for the designation, by the Secretary of Transportation, of roads that have outstanding scenic, historic, cultural, natural, recreational, and/or archaeological qualities as All-American Roads (AAR)/ National Scenic Byways (NSB). This program also provides discretionary grants for scenic byway projects on an AAR or NSB; state designated scenic byways; and for planning, designing, and developing state scenic byway programs.

National Corridor Infrastructure Improvement Program: This discretionary funded program's purpose is to further promote economic growth and international or interregional trade, and construction of designated highway projects in corridors of national significance.

Transportation, Community and System Preservation (TCSP) Program: The TCSP Program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

Intelligent Transportation Systems (ITS) Program: The purpose of this program is to accelerate the integration and interoperability of intelligent transportation systems (ITS) across system boundaries, to improve transportation efficiency, promote safety, increase traffic flow,

improve traveler information, enhance alternative transportation modes, build on existing intelligent transportation system projects or promote tourism.

Recreational Trails Program: This program's purpose is to provide funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users.

Clean Fuels Formula Grant Program: The program's purpose is to assist transit operators in the purchase of low-emissions buses and related equipment; the construction of alternative-fuel fueling facilities; the modification of garage facilities to accommodate clean-fuel vehicles; and to assist in the utilization of bio-diesel fuel.

Local Sharing Program of STP and Bridge Funds: Projects of this funding type are programmed in the INSTIP based on the groupings of local communities based on population, and are listed individually. Each year, INDOT receive an allocation of federal funds from the Federal Highway Administration (FHWA). INDOT shares a portion of these funds with local public agencies (LPAs). The "split" is 75% for INDOT state projects and 25% for local government including Metropolitan Planning Organizations (MPOs).

Of the 25%, some is reserved by federal law for urbanized areas. These are cities with populations at, or above, 50,000. The rest is for counties and smaller cities and towns. INDOT administers the programs by which these funds are distributed and has established rules and procedures for their use. The guide in these matters is the *INDOT/Local Federal-Aid Sharing Arrangement*.

Financial Plan and Funding Resources-Federal Funds-FTA

For information about the transit portion of the INSTIP, the reader is directed to the appropriate chapter. However, two funding category programs are presented, below.

FTA Section 5310: These formula funds are designed to provide passenger equipment to meet the special needs of the elderly and persons with disabilities. Section 5310 specifically assists private, nonprofit organizations in obtaining equipment to provide service where transportation services for this group are unavailable, insufficient, or inappropriate for their use. INDOT programs rural Section 5310 projects in a statewide grouping in the INSTIP, while MPOs program this type of project within their respective areas.

FTA Section 5311: These formula funds are apportioned to each state, and include Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. INDOT programs all Section 5311 projects in a statewide grouping in the INSTIP.

Other Federal Sources and Programs:

The Federal Lands Highways Program: Funding is managed by FHWA. There is limited state authority over this category of funding. The Federal Lands Highways Program includes the following categories of roads:

Park Roads and Parkways;

Park Roads and Parkways program funds may only be used on public roads under the jurisdiction of the National Park Service (NPS).

Forest Highways program;

A Public Lands Highways road is defined as a forest road, or any highway through un-appropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations that are under the jurisdiction of, and maintained by a public authority and open to public travel. Public Lands Highways funds are discretionary in nature. States propose projects that compete for funding on a nationwide basis through solicitation. Projects are solicited by the FHWA in the fall and selected around the beginning of the calendar year.

Forest Highways provide access to and within National Forest System.

Consistency with Statewide Plan

INDOT adopted the updated 2030 Indiana Transportation Plan. This 25-year, fiscally constrained document outlines the service objectives and strategies for maintaining, operating, preserving, and improving the state transportation system. It also outlines a financial funding strategy that identifies the responsibilities for implementation and establishes needs for the system. It is currently being updated.

Public Involvement

Citizen participation is an integral part of the planning process at all levels.

Additional opportunities for public participation occur at the MPO and Rural or Regional Transportation Planning Organization (RPO) levels. Each MPO/RTPO is required to provide continuous public involvement during the development of their TIPs. Specifically, the public involvement process for INSTIP is as follows.

All INDOT Districts are required to hold at least one Early Coordination Meeting (ECMs) during the development of the INSTIP. The ‘funding-secured’ projects from the first four years of the six-year program are incorporated into the INSTIP.

A “draft” INSTIP is then available for public review in each INDOT district office in May before being reviewed by FHWA/FTA/EPA. The public can access the “approved INSTIP via the Internet or view a hard copy in the INDOT district offices or the Indiana State Library starting in July, once federal approval has been received.

Project Selection

SAFETEA-LU requires a project selection process that "selects" the projects for implementation from the INSTIP. The ‘first year’ projects of the INSTIP are automatically deemed selected for implementation. INDOT is responsible for the statewide coordination of the INSTIP. This assures that all federal funds are utilized in a timely manner.

MPOs are responsible for the management of their TIPs, which are their regional portion of the INSTIP. The regional procedures allow any federal project included in the INSTIP to be advanced or delayed without an INSTIP amendment contingent upon the financial balance being maintained for each fiscal year.

INSTIP Management

Project Groupings

Grouping of projects is done on a statewide basis to ease in the administration of the INSTIP. Again, only those projects that are categorically excluded (CE) and non-regionally significant can be grouped by source of funds. In the interests of the public most will be listed individually by phase. Such programs as the bridge inspection program and the district non-interstate preservation program are grouped and apply to various locations. Only the grouping name (fund source) and the amount of funds budgeted for the category will be shown.

When a project is no longer eligible for a grouping, (if the environmental status changes to an EA or EIS) the State will process a correction to the INSTIP moving the project out of the grouping to display the individual project.

INSTIP Amendment Process

After FHWA and FTA approval there is often a need to amend the INSTIP to reflect changes. Some examples of changes that would trigger the need for a INSTIP amendment are: adding or deleting a new project to the INSTIP, or any change requiring a new regional air quality conformity finding. Substantial increases in the costs of a project may also necessitate the need for an amendment.

INSTIP amendments, initiated by either the project sponsor and/or an MPO, are submitted to the INDOT – Urban and MPO Section for processing. Amendments involving transit projects are processed in the Transit Section. After review and approval by INDOT, the amendment is submitted to FHWA and FTA for their approval.

Amending an MPO TIP for an area designated as a non-attainment or maintenance area requires air quality conformity determination, unless the amendment includes only "neutral" projects for air quality purposes. Approval of an INSTIP amendment at the state and federal level is dependent upon appropriate public involvement and continued financial constraint of the INSTIP. INDOT – Office of Urban and Corridor Planning will notify the districts, MPOs, and program management groups of the status of INSTIP amendments and keep the Internet amendment status summary regularly updated. The INDOT districts may also be responsible for notifying their appropriate partners.

The INDOT Federal Aid Program to Local Units of Government

The Federal and State Role in the Program

Each year, the states receive an allocation of federal funds from the Federal Highway Administration and the Federal Transit Administration. These funds are classified into several categories. Five of these are the “surface transportation program” (STP funds), Hazard Elimination/Safety (HES funds), transportation enhancement (TE funds), minimum and the bridge program (BR funds). INDOT shares a portion of these funds with local public agencies (LPAs). The “split” is 75% for INDOT state projects and 25% for local government including Metropolitan Planning Organizations (MPOs). This summary focuses on those funds for which an LPA may actively apply.

Of the 25%, some is reserved by federal law for urbanized areas. These are cities with populations at, or above, 50,000. The rest is for counties and smaller cities and towns. The budget section of this guide goes into greater detail on funding. INDOT administers the programs by which these funds are distributed and has established rules and procedures for their use. The guide in these matters is the *INDOT/Local Federal-Aid Sharing Arrangement*.

Local Government Groupings

For purposes of this program, local units of government are grouped into one of four categories based on the latest United States Census. It is important to understand what these are.

- Group I (urbanized) Cities: Population at, or greater than, 200,000
- Group II (urbanized) Cities: Population at, or greater than 50,000 but less than 200,000
- Group III (urban) Cities and towns: Population over 5,000 and fewer than 50,000
- Group IV (rural) Towns: Populations under 5,000
- Group IV (rural) County: Any county regardless of population

Group I and II areas each receive a budget of STP funds through their Metropolitan Planning Organizations (MPOs). These MPOs are units of general-purpose local government. Projects are selected for federal aid by the MPOs via an established process of their own. INDOT does not select, or approve, these projects.

Group III and Group IV also has an annual budget, but it is not allocated to any particular unit of local government. Counties, cities and towns in these groups apply to INDOT for funding on a project by project basis if, and only if, applications are being accepted. For these areas, INDOT has an established application and review process. INDOT reviews and approves these projects for federal aid. Except for the TE program, this document is concerned only with the federal aid program for Group III and IV local public government agencies.

Local Jurisdiction Non-Urbanized Area Road & Bridge Projects for Group III and IV Localities

Project Types and Eligibility

There are three principal types of projects, which can be funded under this program. These are bridge projects, safety projects, and roadway projects. Transportation enhancement (TE) projects can be proposed by any group and are discussed separately.

Bridge Projects

Bridge funds from the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) can only be used in Indiana for the construction phase to replace or rehabilitate an existing bridge. The bridge can be either off, or on, the federal aid system. How the funds may be used depends, in part, on the sufficiency rating of the bridge or if the bridge is structurally deficient and/or functionally obsolete. The bridge must also be listed on the National Bridge Inventory (NBI) selection list at FHWA at the time the application is reviewed. If not, the application will be returned as ineligible. Finally, bridge funds are available only to those bridges that have not been built, replaced or rehabilitated in the last 10 years. Table Two summarizes rules governing the bridge program.

Local Table 1

SUFFIENCY RATING	Work eligible with FHWA Bridge FUNDS	Phase eligible
> 80	None *	None
< 80 but > 50	Rehabilitation Only	Construction Only
< 50	Replacement or Rehabilitation	Construction Only

**Although bridge funds cannot be used, STP funds may if the bridge work is a necessary part of a road project.*

Although STP funds can be used for bridge projects, INDOT prefers to reserve STP funds for roadway projects. This is especially appropriate since bridge funds cannot be used for road projects.

Hazard Elimination/Safety Projects

To receive HES funds the project must be safety related and show how it will reduce the number and severity of crashes. The project is identified through some type of engineering survey that proves the location as hazardous. It needs to be justified by a cost benefit analysis of crash reductions that can be expected if the safety improvement is done. Finally, the sponsor needs to commit to providing a report which evaluates the improvement and assesses the safety results.

Examples of such projects would be the installation of signals and correcting sight distance problems.

Roadway Projects

STP funds are used for the construction phase for a wide variety of traditional project types. These are new roads, road reconstruction, sight distance corrections, intersection improvements, and railroad crossing work, added travel lanes, and more. However, they cannot be used for maintenance, resurfacing, storm sewer work not incidental to a road project, and replacement of signs, etc. Unlike bridges, federal aid for road projects cannot be approved unless the route is on the federal aid system as a federal aid route. For new roads, the proposed route must be eligible to be on the system when completed. Table three lists the different functional classifications and whether or not they are eligible for federal aid to road and/or bridge projects.

Local Table 2

Rural Area Federal Aid System	
Principal Arterial	Federal aid OK for road or bridge projects
Minor Arterial	Federal aid OK for road or bridge projects
Major Collector	Federal aid OK for road or bridge projects
Minor Collector	Federal aid OK for road or bridge projects
Local Road	Federal aid OK for <i>bridge projects only</i>
Urban Area Federal Aid System	
Freeway and Expressway	Federal aid OK for road or bridge projects
Other Principal Arterial	Federal aid OK for road or bridge projects
Minor Arterial	Federal aid OK for road or bridge projects
Collector Street	Federal aid OK for road or bridge projects
Local Street	Federal aid OK for <i>bridge projects only</i>

Metropolitan Planning Organizations (MPOs)

These planning organizations are units of general-purpose local government and have two boundaries. The inner or urbanized area boundary (UAB or UZA), and the outer or metropolitan planning area boundary (MPA). Anything outside the MPA is considered rural or non-urbanized. The location of a project in relation to these boundaries will affect what funds are available and whether or not the project must be listed in the respective MPO's annual transportation improvement program (TIP). The Table below shows how.

Local Table 3

Project Location	possible source of Federal Funds	MPO Tip list
Inside the UAB of MPO	Metropolitan Planning Organization Only	Yes
Outside UAB/Inside MPA	Metropolitan Planning Organization and/or INDOT	Yes
Outside MPA	INDOT Only	No

Local Transportation Enhancement (TE) Projects-Any Locality

Overview

Technically, these funds are STP funds reserved for non-traditional transportation improvement projects. The nation's surface transportation program has traditionally focused on the development of a highway system for the efficient movement of goods and people. Our highways offer unprecedented mobility benefits. But increasing concerns about air quality, open space, and traffic congestion led Congress to create several new programs through the 1991 Inter-modal Surface Transportation Efficiency Act (ISTEA). One of those programs is the Transportation Enhancement (TE) program. It broadens the federal focus on transportation from building highways to funding tied to planning requirements aimed at promoting a transportation system of diverse modes and improving the quality of life.

All rules concerning other local federal aid projects apply to TE program funds with the following exceptions.

How the Transportation Enhancement Program Differs

- These funds are available to all LPA groups
- They are for only non-traditional transportation related projects such as trails, restoration of historic transportation structures, street beautification, museums, etc.
- The PE and ROW phases of work can be funded under this program
- Not-for-profit groups can apply if sponsored by a unit of government.
- Projects do not need to be on the federal aid system.
- The deadlines for Transportation Enhancement Applications are different.

Enhancement Projects Defined

To be eligible for Transportation Enhancement (STP) funds, projects must fall into at least one of these 12 activities:

1. Pedestrian and Bicycle Facilities
2. Pedestrian and Bicycle Safety and Education Materials
3. Acquisition of Scenic or Historic Easements and Sites
4. Scenic or Historic Highway Programs including Tourist and Welcome Centers
5. Landscaping and Scenic Beautification
6. Historic Preservation
7. Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities
8. Conversion of Railway Corridors to Trails
9. Control and Removal of Outdoor Advertising
10. Archaeological Planning and Research
11. Environmental Mitigation of Highway Runoff Pollution and Provision of Wildlife Under-crossings
12. Establishment of Transportation Museums

Safe Routes to School (SRTS)

In 2006 FHWA and the Indiana Department of Transportation (INDOT) launched a new program entitled Safe Routes to School (SRTS). The initiative is aimed at making

bicycling and walking to school safe and routine. Federal funds are made available to help create an environment where school children in the 8th grade or younger can get to school the way their grandparents did. Americans are realizing that traffic congestion, fuel consumption and air pollution near our schools, coupled with growing health and obesity concerns, make walking and biking to school a low-cost, attractive alternative.

School principals, school district officials, private school officials, local transportation officials and not-for-profit organizations are encouraged to work together to apply for funding under the SRTS program. Funds may be for infrastructure projects that improve the “built environment”, or non-infrastructure activities that educate children, school officials and parents, encourage bicycling or walking to school or enforce safety for children on their daily commute to and from school.

Funds will only be available on a reimbursement basis for approved projects or activities. All applications received by INDOT will be reviewed and evaluated by SRTS Advisory Committee consisting of representatives from INDOT, the Federal Highway Administration (FHWA), the Indiana Department of Education (IDOE), the Indiana Department of Health (ISDH) and a representative from one of Indiana’s Metropolitan Planning Organizations (MPO’s). Recommendations from the Advisory Committee will go to the INDOT Commissioner for final selection. Applicants will be informed of which proposals are selected and the list of approved projects and activities will be posted on INDOT’s Web page: <http://www.state.in.us/dot/div/programs/saferoutes/>.

To find out more about the national Safe Routes to School Program go to: <http://safety.fhwa.dot.gov/saferoutes/> and <http://www.saferoutesinfo.org/>. Please contact Michael O’Loughlin at INDOT at moloughlin@indot.in.gov or visit the INDOT SRTS Web page to find out more about Indiana’s Safe Routes to School Program.

Budget and Fiscal Constraint-Resources for Projects and Programs

The overall budget for each categorical program at INDOT is shown in the following table. This budget is used as the benchmark for a fiscally constrained INSTIP and fiscally constrained MPO TIPs.

Fiscal Table 1

ESTIMATED PROJECTED RESOURCES

(Does not include funding for local sharing program)

	State FY 2008	State FY 2009	State FY 2010	State FY 2011
STATE REVENUE				
State Highway Fund	\$ 577.50	\$ 585.60	\$ 591.46	\$ 597.37
SHF prior year carryover	\$ 10.30	\$ -	\$ -	\$ -
SHRCIF	\$ 63.50	\$ 64.80	\$ 65.45	\$ 66.10
SHRCIF prior year carryover	\$ -	\$ -	\$ -	\$ -
Crossroads 2000	\$ 35.96	\$ 36.32	\$ 36.68	\$ 37.05
Toll Road Lease Proceeds	\$ 471.10	\$ 661.40	\$ 723.40	\$ 608.90
Total State Revenue Available for INDOT Programs	\$1,158.36	\$1,348.12	\$1,416.98	\$1,309.42
FEDERAL REVENUE				
Federal Core Programs (6% > FY08 based on Federal funding history)	\$ 611.50	\$ 648.19	\$ 687.08	\$ 728.30
Federal Earmarks Etc (1% growth)	\$ 40.80	\$ 41.21	\$ 41.62	\$ 42.04
Total Federal Available to INDOT Programs	\$ 652.30	\$ 689.40	\$ 728.70	\$ 770.34
TOTAL STATE AND FEDERAL REVENUE	\$1,810.66	\$2,037.51	\$2,145.68	\$2,079.76
TOTAL INDOT PROGRAMMED IN INSTIP				

Fiscal Table 2

FFY 2007
INDOT/Local Federal
Sharing Agreement
DRAFT

				90.6357% Spending Authority State	Local
FUND TYPE	AMOUNT	INDOT	LOCAL		
Interstate	193,125,591\$	193,125,591\$	-\$	175,040,731\$	
Maintenance					
National Highway	199,005,234\$	199,005,234\$	-\$	180,369,787\$	
System					
Bridge	74,387,160\$	48,499,893\$	25,887,267\$	43,958,217	23,463,106
Recreational Trails	1,263,810\$	-\$	-\$		
SPR - Planning					
1.25% Metro	4,989,608\$	-\$	-\$		
Planning					
2% HPR	13,265,427\$	-\$	-\$		
25% STHPR	4,421,809\$	-\$	-\$		
Surface					
Transportation					
Program					
Any Area	75,352,416\$	75,352,416\$	-\$	68,296,190\$	
Enhancement	22,822,703\$	1,746,810\$	21,075,893\$	1,583,234\$	19,102,283\$
Urban>200K	53,988,791\$		53,988,791\$		48,933,119\$
Urban Group II &	56,560,685\$	10,685,725\$	45,874,960\$	9,685,082\$	41,579,091\$
III					
Rural	14,975,392\$	-\$	14,975,392\$	-\$	13,573,051\$
Total	223,699,987\$	87,784,952\$	135,915,035\$	79,564,505\$	123,187,544\$
Rail	7,115,199\$	-\$	7,115,199\$		6,448,910\$
Highway Safety	25,084,554\$	16,719,258\$	8,365,296\$	15,153,617\$	7,581,945\$
Improvement Program					
HSIP-High Risk Rural	1,571,441\$	1,047,627\$	523,814\$	949,524\$	474,762\$
Road					
Congestion	45,260,449\$	23,259,993\$	22,000,457\$	21,081,857\$	19,940,268\$
Mitigation/Air Quality					
Equity Bonus					
Group I	-\$	-\$	9,634,712\$		8,732,489\$
Group II	-\$	-\$	(0)\$		
Group III	-\$	-\$	-\$		
Group IV	-\$	-\$	8,461,861\$		7,669,467\$
Total	104,577,570\$	86,480,997\$	18,096,573\$	78,382,657\$	16,401,956\$
Safe Routes to	2,408,772\$		2,408,772\$		2,183,207\$
Schools					
Distribution of Certain	5,013,695\$	5,013,695\$		4,544,198\$	
Authorized Funds					
Sub-total	905,190,306\$	-\$	-\$		
Less: Rec Trail	(23,940,654)\$				
SPR/HPR Planning					
TOTAL	881,249,652\$	660,937,239\$	220,312,413\$	599,045,093\$	199,681,698\$
FY2006 \$764,150,035	15.32417%	75.0%	25.0%		

Fiscal Table 3

Apportionments-Local Federal aid Program by MPO and Rural Group (III, IV, & Bridge)

	STP	HSIP	EB	CMAQ	BRIDGE	TOTAL	FY06 Share	Percentage increase from FY07 15.32% FY07 Needed	Spending Authority Percentage for FY08 90.6357% Spending Authority
GROUP I									
INDIANAPOLIS	25,163,231	2,515,460	5,261,450	7,046,251	-	39,986,391	34,673,038	39,986,391	36,241,946
FORT WAYNE	5,940,465	593,843	906,512	1,999,056	-	9,439,876	8,185,514	9,439,876	8,555,898
LOUISVILLE	2,538,104	253,723	279,519	961,905	-	4,033,251	3,497,317	4,033,251	3,655,566
SOUTH BEND	5,001,953	570,604	493,427	1,928,191	-	7,994,175	6,931,917	7,994,175	7,245,577
NORTHWEST EVANSVILLE	11,423,916	1,140,714	2,176,711	3,411,346	-	18,152,687	15,740,575	18,152,687	16,452,815
CINCINNATI	3,827,295	382,598	517,093	1,354,892	-	6,081,878	5,273,724	6,081,878	5,512,353
TOTAL	93,827	9,483	(0)	127,845	-	231,155	200,439	231,155	209,509
GROUP II									
ANDERSON	2,297,852	200,255	-	798,861	-	3,296,968	2,858,870	3,296,968	2,988,230
BLOOMINGTON	2,950,490	190,800	0	-	-	3,141,290	2,723,878	3,141,290	2,847,130
ELKHART/GOSHEN	3,161,978	270,809	-	1,014,004	-	4,446,791	3,855,905	4,446,791	4,030,380
KOKOMO	2,034,063	131,537	-	-	-	2,165,599	1,877,837	2,165,599	1,962,806
LAFAYETTE	4,012,597	259,483	-	-	-	4,272,081	3,704,411	4,272,081	3,872,030
MUNCIE	2,134,784	187,120	(0)	758,806	-	3,080,711	2,671,349	3,080,711	2,792,224
TERRE HAUTE	1,845,361	163,807	-	687,715	-	2,696,883	2,338,524	2,696,883	2,444,339
COLUMBUS	1,602,863	103,653	-	-	-	1,706,515	1,479,755	1,706,515	1,546,712
MICHIGAN CITY	1,487,438	136,614	-	604,793	-	2,228,845	1,932,678	2,228,845	2,020,129
TOTAL	21,527,427	1,644,077	(0)	3,864,179	-	27,035,683	23,443,207	27,035,683	24,503,980
GROUP III									
GROUP IV	24,347,533	1,254,794	-	461,604	-	26,063,931	22,600,581	26,063,931	23,623,226
BRIDGE	14,975,392	523,814	8,461,861	845,187	-	24,806,254	21,510,023	24,806,254	22,483,322
GRAND TOTAL	-	-	-	-	25,887,267	25,887,267	22,447,392	25,887,267	23,463,106
	114,839,143	8,889,110	18,096,573	22,000,457	25,887,267	189,712,550	164,503,726	189,712,550	171,947,297

Metropolitan Planning Organizations Affecting Indiana

Below is a list of the MPOs, and how to contact them. Their metropolitan planning area boundary covers all or a part of the counties listed. One can also contact their council website at www.indianampo.com

ANDERSON (MCCOG)

Jerrold Bridges, Executive Director;
Pete Mitchell, Chief Transportation Planner
Madison County Council of Governments
County Government Center
16 East 9th Street, Room 100
Anderson, IN 46016
(765) 641-9482 FAX: (765) 641-9486
E-mail: jbridges@mccog.net Website: www.mccog.net

Urbanized area: Anderson, IN; Counties: MADISON, Parts of DELAWARE, HANCOCK, HAMILTON

BLOOMINGTON (BMCPO)

Josh Desmond, MPO Director;
Raymond Hess, Senior Transportation Planner
City of Bloomington Planning Department
P.O. Box 100
Bloomington, IN 47402-0100
(812) 349-3423 FAX: (812) 349-3535
E-mail address: desmondj@bloomington.in.gov, hessr@bloomington.in.gov
Website: www.bloomington.in.gov/planning/mpo.php

Urbanized area: Bloomington, IN; County: MONROE

CINCINNATI (OKI)

Mark Policinski, Executive Director;
Bob Koehler, Deputy Executive Director
Ohio-Kentucky-Indiana Regional Council of Governments
720 East Pete Rose Way, Suite 420
Cincinnati, OH 45202
(513) 621-6300 or (513) 621-7060 FAX: (513) 621-9325
E-mail: mpolicinski@oki.org; rkoehler@oki.org Website: www.oki.org
Urbanized area: Cincinnati, OH-KY-IN; IN County: DEARBORN

COLUMBUS (CAMPO)

Kent Anderson, Director

Columbus Area Metropolitan Planning Organization

123 Washington Street

Columbus, IN 47201

(812) 376-2502 FAX: (812) 376-2643

E-mail address: kanderson@campo.in.gov Website: www.campo.in.gov

Urbanized area: Columbus, IN; County: BARTHOLOMEW, Blue River Township in Johnson County, and Jackson Township in Shelby County

EVANSVILLE MPO

Brad Mills, Executive Director,

Seyed Shokouhzadeh, Chief Transportation Planner

Evansville Metropolitan Planning Organization

1 Northwest Martin Luther King Boulevard.

Civic Center Complex, Room 316

Evansville, IN 47708

(812) 436-7833 FAX: (812) 436-7834

E-mail: bmills@evansvillempo.com sshokouhzadeh@evansvillempo.com

Website: www.evansvillempo.com

Urbanized area: Evansville, IN-KY; IN Counties: GIBSON, POSEY, VANDERBURGH, WARRICK

FORT WAYNE (NIRCC)

Dan Avery, Executive Director

Northeastern Indiana Regional Coordinating Council

Room 630 City-County Building

1 Main Street

Fort Wayne, IN 46802

(260) 449-7309 FAX: (260) 449-7682

E-mail: dan.avery@co.allen.in.us Website: www.acdps.org

Urbanized area: Fort Wayne, IN; Counties: ADAMS, ALLEN, DE KALB, WELLS

INDIANAPOLIS (IMPO)

Mike Dearing, Manager;
Philip Roth, Assistant Manager
Steve Cunningham, TIP contact
Indianapolis Metropolitan Planning Organization
Suite 1821, City County Building
200 East Washington Street
Indianapolis, IN 46204-3310
Dearing - (317) 327-5139 E-mail: mdearing@indygov.org
Roth - (317) 327-5149 E-mail: proth@indygov.org
Cunningham - (317) 327-5403 E-mail: scunning@indygov.org

Urbanized area: Indianapolis, IN; Counties: BOONE, HAMILTON, HANCOCK, HENDRICKS, JOHNSON, MARION, MORGAN, SHELBY

KOKOMO (KHCGCC)

Larry Ives, Director
Chief Transportation Planner: vacant
Kokomo and Howard County Governmental Coordinating Council
120 E. Mulberry Street, Suite 116
Kokomo, IN 46901
(765) 456-2336 FAX: (765) 456-2339
E-mail: khcqcc@aol.com Website: www.kokomompo.com

Urbanized area: Kokomo, IN; County: HOWARD

LAFAYETTE (TCAPC)

Sallie Dell Fahey, Executive Director
John Thomas, Asst. Director for Transportation Planning;
Doug Poad, Senior Planner
Area Plan Commission of Tippecanoe County
20 North Third Street
Lafayette, IN 47901-1209
(765) 423-9242 FAX: (765) 423-9154
E-mail: sfahey@tippecanoe.in.gov Website: www.tippecanoe.in.gov/apc/
Urbanized area: Lafayette, IN; County: TIPPECANOE

LOUISVILLE (KIPDA)

Jack Scriber, Executive Director;
Harold Tull, Transportation Director;
Mary Lou Hauber, Transportation Planner
Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084 FAX: (502) 266-5047
E-mail: jack.scriber@ky.gov; harold.tull@ky.gov; marylou.hauber@ky.gov ;
Website: www.kipda.org

Urbanized area: Louisville, IN-KY; IN Counties: CLARK, FLOYD

MUNCIE (DMMPC)

Marta Moody, Executive Director;
Hugh Smith, Principal Transportation Planner
Delaware-Muncie Metropolitan Plan Commission
Delaware County Building, Room 206
100 West Main Street
Muncie, IN 47305-2827
(765) 747-7740 FAX: (765) 747-7744
E-mail: mmoody@co.delaware.in.us ; hsmith@co.delaware.in.us
Website: www.co.delaware.in.us/departments/plancommission2

Urbanized area: Muncie, IN; County: DELAWARE

NORTHWEST (NIRPC)

John A. Swanson, Executive Director;
Ken Dallmeyer, Director of Transportation
Planning; Steve Strains, Director of Transportation Development
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368-6409
(219) 763-6060 FAX: (219) 762-1653
E-mail: jswanson@nirpc.org; sstrains@nirpc.org; kdallmeyer@nirpc.org
Website: www.nirpc.org

**Urbanized areas: Chicago, IL-IN, Michigan City, IN-MI;
IN Counties: LAKE, LA PORTE, PORTER**

SOUTH BEND/ELKHART (MACOG)

Sandra M. Seanor, Executive Director
Michiana Area Council of Governments
227 W. Jefferson Blvd., Room 1120
South Bend, IN 46601
(574) 287-1829 FAX: (574) 287-1840
E-mail: sseanor@macog.com Website: www.macog.com
**Urbanized area: South Bend, IN-MI; IN Counties: ELKHART, KOSCIUSKO,
MARSHALL, ST. JOSEPH**

TERRE HAUTE (WCIEDD)

Merv Nolot, Executive Director

Ron Hinsenkamp Chief Transportation Planner,

Jackie Mitchell, Transportation Planner

West Central Indiana Economic Development District, Inc.

1718 Wabash Avenue, P.O. Box 359

Terre Haute, IN 47808-0359

(812) 238-1561

FAX: (812) 238-1564

E-mail: mnolot@westcentralin.com; rhinsenkamp@westcentralin.com

jmitchell@westcentralin.com

Website: www.westcentralin.com

Urbanized area: Terre Haute, IN; Counties: CLAY, PARKE, PUTNAM, SULLIVAN, VERMILION, VIGO

Budget and Funding Tables**Fiscal Table 4 (dollars shown are actual amounts)****State Fiscal Year 2008**

Program	Total State and FHWA Resources for FY 08	IN MPO TIPs FY 08	Various Locations	Balance for Remaining Rural FY 2008	INSTIP Programmed Rural FY 2008	Total INDOT Programmed FY 2008
INDOT	1,810,660,000	662,966,374	2,666,000	1,145,027,626	492,475,862	1,158,107,000
GP III	23,623,000	0	0	23,623,000	17,713,368	17,713,368
GP IV	22,483,000	2,626,808	0	19,856,192	18,434,292	21,061,100
Bridge	23,463,000	2,390,000	0	21,073,000	21,608,607	23,998,607
TE	19,102,283	1,123,380	0	17,978,903	16,836,584	17,959,964

State Fiscal Year 2009

Program	Total State and FHWA Resources for FY 08FY 09	IN MPO TIPs FY 09	Various Locations	Balance for Remaining Rural FY 2009	INSTIP Programmed Rural FY 2009	Total INDOT Programmed FY 2009
INDOT	2,037,510,000	772,105,858	5,980,000	1,0325,574,142	356,722,323.	1,134,808,000
GP III	23,623,000	0	0	23,623,000	9,407,800	9,407,800
GP IV	22,483,000	12,800,000	0	9,683,000	2,559,500	15,365,500
Bridge	23,463,000	0	0	23,463,000	18,054,384	18,054,384
TE	19,102,283	2,568,700	0	17,000,000	8,755,597	11,324,297

State Fiscal Year 2010

Program	Total State and FHWA Resources for FY 08FY 10	IN MPO TIPs FY 10	Various Locations	Balance for Remaining Rural FY 2010	INSTIP Programmed Rural FY 2010	Total INDOT Programmed FY 2010
INDOT	2,145,680,000	751,109,597	210,000	1,059,529,403	330,353,406.00	1,081,673,000
GP III	23,623,000	0	0	23,623,000	10,886,042	10,886,042
GP IV	22,483,000	3,600,000	0	18,883,000	11,267,000	14,867,000
Bridge	23,463,000	0	0	23,463,000	5,819,010	5,819,010
TE	19,102,283	150,000	0	18,952,283	1,392,010	1,542,010

State Fiscal Year 2011

Program	Total State and FHWA Resources for FY 08FY 11	IN MPO TIPs FY 11	Various Locations	Balance for Remaining Rural FY 2011	INSTIP Programmed Rural FY 2011	Total INDOT Programmed FY 2011
INDOT	2,079,660,000	725,249,497	340,000	1,085,070,503	223,925,127.	949,514,000
GP III	23,623,000	0	0	23,623,000	3,676,000	3,676,000
GP IV	22,483,000	0	0	22,483,000	500,000	500,000
Bridge	23,463,000	0	0	23,463,000	2,478,011	2,478,011
TE	19,102,283	0	0	19,102,283	0	0

Public Review

The draft FY 2008-2011 INSTIP and the draft plan update were presented for public review and comment at the district annual meetings listed below

2007 Annual District Public Meetings and Open House Schedule

<u>District</u>	<u>Date</u>	<u>Day</u>	<u>Time 1</u>	<u>Time 2</u>	<u>Location</u>
Vincennes	May 15	Tues.	9:00 to 11:00 AM	1:00 to 3:00	District Offices
Crawfordsville	May 16	Wed.	2:30 to 4:00	5:30 to 7:00	District Offices
Ft. Wayne	May 17	Thur.	2:30 to 4:00	5:30 to 7:00	District Offices
Seymour	May 22	Tues.	2:30 to 4:00	5:30 to 7:00	District Offices
Greenfield	May 23	Wed.	2:30 to 4:00	5:30 to 7:00	District Offices
La Porte	May 24	Thur.	2:30 to 4:00	5:30 to 7:00	District Offices

Project Listings

The following listings of projects reflect those for which funding is expected during State Fiscal Years 2008 through 2011. The listing is available in hardcopy, is on INDOT's web site, or is available on CD in Microsoft Excel. For each project, sufficient information is shown to distinguish the project from others as to work proposed, location, etc. In addition, the primary phases of work for each project are displayed. These are PE for preliminary engineering and design, ROW or RW for any right of way acquisition costs, and CN for construction. Based on available revenues, the costs for each phase of work are shown in the appropriate fiscal year. Projects or projects phases not shown are either outside the temporal span of the INSTIP, within the Metropolitan Planning Area (MPA) of an MPO or are not yet committed sufficiently to be included. Projects are grouped as follows with each category divided into separate lists for Rural and then Non-MPO areas

1. INDOT Projects in Non-MPO Areas
2. Group III Projects in Non-MPO Areas
3. Group IV Projects in Non-MPO Areas
4. County Bridge Projects in Non-MPO Areas
5. Transportation Enhancement (TE) Projects in Non-MPO Areas
6. Safe Routes to School Program (SRTS)-all areas
7. Transit Projects in Non-MPO Areas

All INDOT and local projects located within the boundaries of a Metropolitan Planning Organization (MPO) are listed in the Transportation Improvement Program (TIP) of that MPO. Those projects are included in the INSTIP by reference to the MPOs TIP and are not listed individually in the INSTIP. Additionally, projects funded by the MPOs via the Group I and Group II federal aid program are listed only in the respective TIPs and are included in the INSTIP by reference only.

Legend:

Des Number: This is an identification number given a project by SPMS when originally programmed

Kin Number: This is a four digit number assigned to projects of different des numbers that are grouped as components of a larger project. The “lead” project is identified in the listing if applicable.

Sponsor: Owner of the project

County: County in which the project is primarily located

District: INDOT has six geographic district areas each with its own headquarters. These are Crawfordsville (1), Fort Wayne (2), Greenfield (3), La Porte (4), Seymour (5), and Vincennes (6).

Route names and numbers, and description of work is also indicated along with a field for INDOT project indicating if the project is part of “major moves” or not.

PE- Preliminary engineering and design

RW- Acquisition of right-of-way, if needed

CN-Construction phase of the project

All dollar figures are shown in actual amounts.